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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non PCA members are \$24.

Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Contact the advertising manager for further details.

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Online issues, past and present are available in pdf format at <http://www.nordstern.org/Newsletters/index.html>

Front Cover:

Captured last fall was Chris Dvorak's 2005 GT3 in the perfect setting - matching fall foliage! Photo by Louis Wendling of the Mercedes Benz Club.

Address changes

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From the Editor. . .

by Christie Boeder

Once again here it is the 20th of the month and the newsletter is due at the printer (actually, overdue since 10 days is not enough time really for the combination of getting printed, going to the mailer, then onto the post office where bulk mail process takes over - and we all know how not-speedy bulk mail is! Always remember, the dealerships have their copies of the issues delivered directly ON the first of the month. So stop by and check them out. And of course the pdf online version is uploaded around the 23rd of the month (or a day or two before that). What I like about the online version are the color photographs, displayed in all their glory.

Speaking of photographs, this issue is loaded. Not only do I have a nice selection of both on track action shots but also some of the social action from our annual Club Race at BIR - thanks to Jim Anderson who so graciously again shared his work with your newsletter. He was stationed at both Turn 3 and the base of the Tower so has some close up shots of cars coming through Turn 10, too. And he takes lots and lots of photos. Thanks, Jim. And along with Jim, Nord Sterner Luke Ibis sent over a number of pictures from the race. I have a collage of his work on page 11 so be sure to check that out.

Not to be outdone is Jill Daneu who was at our Concours earlier this summer and captured a number of fun 'people' shots. Last month featured 'portraits' of all the entries while Jill concentrated on drivers, spectators and other paraphernalia, thanks!

This issue really has a lot of stuff - we added a few things to the calendar and hopefully you will take note and get them scheduled. Our date and location for the annual awards dinner is now set. November 4th at Edina Country Club. This was the setting last year and we all enjoyed the location, the food and the amenities so we are heading back - be sure to join as I am putting together

a slide show from lots of the photos submitted over the year from various events. Some did not get published (it's only a matter of space, wish I could get them all in!) and on the big screen it is fun to watch those cars and familiar faces flash by. Always fun.

Do also note a dedicated group of volunteers is putting together a fall drive leading to a Winery Tour - followed by an optional dinner somewhere local. There is a registration form and details to be found on page 18. There will be a limit on participants so be sure to RSVP early.

And the annual Fall Brat Rally is now scheduled by Eventmaster Lon Tusler on Saturday, October 7th. Further details will be announced so either contact Lon directly or watch ClubTalk e-mails for further information. And if you don't know what ClubTalk is, the check it out on the website. Our club listserv is only for Nord Stern members and is accessible via subscription only. Call me if you have questions about it, or any of the officers. It's a great tool for staying 'tuned' in for all the latest news and updates on club business and upcoming events. Plus there often are some pretty fun discussions from time to time, and some very serious ones, too.

I couldn't get all the photos I wanted into this issue. In particular a certain club member had an 'interesting' off-road excursion at our recent club race. And a certain very good photographer was in the right place at the right time. It's a great series documenting the 'Drive of the Year' and I plan on featuring it next month. So watch for the October issue for those. Amazing driving...

See you at the next event!

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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95

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Welcome

Welcome . . . New Members (and returning members!) We hope to see you at upcoming events!



Randall & Shelly Chesley
Ham Lake, MN
2006 Boxster

Timothy & Donna Conners
Eden Prairie, MN
1984 911

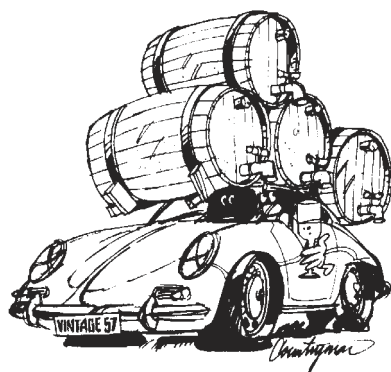
Joel & Doreen Godfredson
Prior Lake, MN
2003 Boxster, 1991 964

Curtis & Ana Johnson
Medina, MN
1974 914

Dennis & Wanda Prescher
Rochester, MN
1965 356C

Mike & Jelena Siegler
Inver Grove Heights, MN
1984 944

Bruce & Audrey Stone
Roseau, MN
2001 Boxster



So, Just What Do We Do In Nord Stern??!

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

Time Trials: On course timed lap with controlled starts and exiting.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

ClubTalk/TechTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

The Prez Sez . . .

by Rick LaVerdiere

To quote The Lovin' Spoonful, it has been a "hot town, summer in the city" with record high temperatures, humidity and heat index. Until this summer, the only time I would drive our 911 Cabriolet (Iris) with the top up was in the rain. We have cruised in Iris in the early spring and late fall with the heater on and the top down. But I must confess, I had to drive with the top up and the air conditioner on a few times this summer. When the record heat arrived, Lisa and I had to adjust our cruising of the back roads of western Wisconsin by cruising at night. Not that we haven't driven with the top down after dark, but it was usually the late hour returning from a day cruise. We found ourselves waiting until near sunset to travel the back roads and spent most of the cruise driving in the dark. With the scenery limited to the outside edges of the headlight beam, the cruise becomes a different experience. First, speed is reduced and each of us has responsibility, me to the left and Lisa to the right, to watch for the ever present deer. The only view outside of the headlight beam is the constellation of stars overhead that are somehow more brilliant and numerous as you move away from the lights of the city. The constellations seem more prominent and easily identifiable, and the rising moon adds dimension to the celestialscape. The sound of the night is muted, and the rumble of the flat six has a more distinctive mellow tone. The air is warm, but no longer "hotter than a match head" than the sidewalks of the city. The air smells of fresh flowers and freshly mowed hay. The farmsteads, with only a few lights glowing,

appear peaceful and sublime. Our night cruise is a respite from the record heat, and the world news of war and tragedy.

The record heat dissipated in time for the Nord Stern Club Race at BIR. **Roger Johnson**, a long-time member and past President, was able to work his organizational magic for another successful event. Roger works year around in planning, promoting and organizing this annual event. Each year, he receives accolades from club members, and participants from all over the country, as the race has grown in size and stature. Club members, who participated in DE, and the club racers, had a spectacular three days for the track events. A very special thank you to Roger and all of the volunteers who help make this a premiere event. An additional thank you to **Keith Jones**, for organizing and handling the charitable auctions at the Club Race that benefit the Courage Center.

As we approach the last part of the driving season, there are still *many* club driving events available for our members. The DE event at BlackHawk Farms is mid-September with the Last Fling Driver Training and Driver Education event scheduled for the end of September at BIR. In between those events is our annual Fall Color Tour. Plus the recently scheduled Winery Tour for October 15th is now on the calendar. And once again our annual metro-area Fall Club Rally is being organized this year for October 7th. So plan ahead, because soon the summer heat will be a faint memory. See you at the next club event.



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Letters to the Editor . . .

Road America DE

There are more people to thank than I have on my list, I'm sure, but to Phil, Dave, Rick and Bob . . . and anyone else involved . . . thanks for putting on the Road America event.

I don't know how I could have enjoyed it more! My run group only lost one to the gravel (that I know of) and were both competitive and courteous. This was my first time on the track, and I just loved it. Looking forward to returning there in October with the NASA Midwest group.

Also, I have a question, if anyone wants to weigh in on it. There were two people in my group running on the inside of the carousel turn, claiming that's what happens on race days there. They claim the distance saved is worth the slower speed. However, running on the outside for most of the turn, I had to slow up behind these cars. Anyone have any empirical data, one way or the other?

Again, thanks for a great weekend!

Jack Pierce/2000 Boxster

This was my first time at RA and I can't agree more with Jack. The course is a must drive and I am glad to have had the chance to try it out. Everyone involved putting this together did a awesome job!! Too bad the non-Nord Stern drivers didn't listen at the driver's meeting ;) They cost everyone precious time on this wonderful track. I am glad I have no dents or gravel on my car!

Kris Meacham

Jack, How to drive the carousel at Road America, it all depends on the balance of the car. The short wheel based cars with the engine out in the back (ala 1965-1968 911's) have too big a pendulum to exceed the grip on the track..this is a concern because the roadway has a slight crown, it's banked up to the center of the road and less banked/off camber on the outside of the curve. With a car that has a center engine it is not as noticeable for the weight transfer (read - back end coming out) as you fast approach the limits of grip. This has been a historical wrecking corner for the 911 (and a number of other cars) when they are at the limit, slip over the crown and spin.

Almost all of the DE around the US teach a safe line for most of the drivers/cars "aka the "party line". As you gain experience with your car and attend more pro driving schools you will find little pieces of speed at most tracks that are differing from that "party line". It's great fun when you find some speed that your local instructor at that track has never experienced. It just isn't prudent to teach lines that have high percentage for over driving the track - if you know what I mean.

I love telling the story of Dale Tuety (Club Racer from Colorado) in his 914 passing me on the outside of the RA carousel, I could get up to the center crown but as I went over the center the car would need a big correction with opposite lock - to a four wheel drift - (way fun but scary as hell) The corner from turn in

to exit is 20 seconds of wheels turned, it would take Dale all of those 20 second to complete that pass . . . it was like slow motion as he was on the ragged edge too. And I could hear Dale making his move on the outside the whole time . . . big fun. Then I could tuck up on his bumper and draft all the way to Canada Corner. So yes, if the radius is larger the speed will be greater but that has to be balanced with the amount of grip available. (Let's talk about that dip just before the inside curb on that corner's inside line.)

If you have the grip - drive where ever you can, but as you approach the limits a little MORE grip on one part of the track is the only place to be . . . This is a corner where sector time and the radar gun for entry and exit speed will tell the most. Have fun.

Bob Fleming

Sounds like a word problem.

The analytical answer is that being lower gets you around the corner quicker. Centripital acceleration is the square of velocity divided by the radius and distance is proportional to the radius. Assuming you're driving with maximal lateral acceleration, going in a bigger arc allows you to go faster but the distance is growing more quickly. In more plain terms, if the circle was four times as big you could go twice as fast but the distance is four times longer so you're going to get around the corner slower.

Practically it really depends on the cars involved; the weights, tires and alignment.

My line is around the grass because it is further from the gravel. HTH

Glen Larson

Car Care Questions!

All the right stuff . . . seems to escape me.

For instance, I can never find a cleaner that won't streak on windows. And one of my black bumper guards is graying . . . is that Armoral? What about a convertible top that could use some rejuvenating (on my mustang)?

What's the right stuff for these car care issues?

Jack Pierce

Armour All also apparently has silicone and another chemical in it which can be damaging to the adhesives used in older Porsche interior parts. I was advised to "never, ever" use it on my 944 dash because it apparently accelerates the heat-induced cracking and oxidation. This process probably led to the brown film on your tires back in the day - the product mediated the leeching of the carbon black.

For protectants I've been using Meguiar's #40 protectant with great results on my 944 as well as on my '06 Passat. I'm not a fan of the shiny plastic look, so for me it works best if you apply it with a soft rag, let it dry for just a minute, then wipe off the excess. Nice "semi gloss" shine, and real protection. On my

944 I use it on all of the interior plastic surfaces as well as on the exterior black plastic (hatch spoiler, bumper guards).

I've also heard very good things about 303 Aerospace Protectant. Back to Black works great to restore old trim.

-Luke Ibis

For the black bumper guards use a product called "back to black" available at any auto parts store.

Glass: plain old vinegar and water. Use newspaper for streak free finish.

Scott Kuhne

A second on the Back to Black. It's a Mother's product, I believe. But I've used it on exterior plastics, and it seems to last a while.

As for glass, I recently discovered Stoners glass cleaner...I found it in an aerosol can at the local auto parts store. (editor's note: we use Stoner's PLASTIC cleaner on computers at work and it's fabulous!)

Convertible top...definitely check with someone who knows... maybe try an upholstery shop?

Roger W. Grimm

I have a neighbor who manages the Ecolab car finish business (chemicals used in car washes, etc.). He invited me and one of my divisional people over to review any possible business relationships. While visiting, I had an opportunity to discuss various car products for my personal cars with his R&D director. The R&D guy told me never to use Armourall on any of my cars.

He said the products have dye in them. In my younger years I used it on my tires until they turned brown. That's when I stopped and went "natural", which means I use nothing at all.

The R&D guy did tell us they addressed all of these problems with their new line of Nascar labeled products. He gave me some samples but I haven't tried them yet. They can be found in most stores with the big Nascar label and a small, made by Ecolab. Hope that helps.

Dave Roberts

Thanks, Dave. I have used Armourall (interior) on the interior with good results . . . not tried the outside stuff.

Jack Pierce

To renew your black trim and bumper guards Urethane Supply has a product called "Bumper Black"

It works great and is easy to apply with a shoe polish type applicator. Works great on black interior pieces too as it is a permanent urethane dye. Here is a link...

<http://www.urethanesupply.com/store3400.html>

Jeff Boehm

Annual Nord Stern BIR Club Race

You have no idea how much getting the workers award means to me. I have worked for Nordstern for many years and while I am not a club member I have always been made to feel like one of the club. I have never met a nicer, friendlier group of people in my life.

Thank you again, it will always hang in a special place.

Joleen McCammon/Race Control

Congratulations Joleen! It is just a small token of how much we appreciate your work and efforts.

Jon Beatty

Congrats! What a well deserved reward. Thanks for your hard work.

Jim Breakey

Joleen, We had to miss the Club Race (our car is down), but it sounds like we missed quite an event. Thanks much for all the great events you have run for Nord Stern over the many years. See you at Last Fling.

Nick and Susan Cirillo

We all have the greatest respect for your professional approach at race control, and the fun you bring to each of our events. Congratulations for the recognition and honor that you deserve, from all your friends at Nord Stern.

Rick LaVerdiere

Thanks to everyone who made Loonacy 06 a phenomenal event. I'm hesitant to mention names, as I know I'll miss someone. As we've always said, it's the people, not the cars that make our club sensational and these weekends such great fun. The camaraderie was a high point. Not to mention the racing! I was plenty busy in the 2nd sprint. I think I managed to scrap the rust off of me and the car! Again thanks to all who worked so hard to create a great event!

Jim Holton

I wanted to say thank you to all the people who put so much work into making the Loonacy Club Race a success. As a rookie driver, having never experienced a club race before, I was very impressed with the organization of the whole event. What a luxury to be able to show up and not have to worry about anything but running your car. I know this is the result of a lot of hard work on many people's part. Thank you for a great rookie experience.

Steve Washburn

Thanks to all who the many volunteers who worked together so well in carrying out our Annual Club Race in true 'Minnesota Fashion'. It was well organized and fun - and mother nature more than cooperated! From fun racing, to lots of social time to a little fundraising, too, it was a great weekend.

Bruce and Christie Boeder

Passion For Porsches, Racing and Nord Stern Drives Sponsors . . . Loonacy Race Sponsors Help Make Club Race a Success

by Becky Bailey

There are a lot of people in the Nord Stern club who help make the Loonacy Race a success. One such group of people is the sponsors. Each year, Roger Johnson (a.k.a. Race Lackey) asks for sponsors of the Loonacy Race to help defray the costs the club must spend producing the fantastic race weekend. Why do people choose to become sponsors? One reason is because Porsches, Nord Stern and racing is a passion of theirs and they want to contribute. But it's also because they know it's a great group of people to get their company name in front of which, in turn, will hopefully result in Nord Stern members knowing about their companies and sending some business their way.

So who were the sponsors of this year's Loonacy Race? Some of them you're probably more familiar with than others, so we thought we'd share further information about their businesses with you.

Auto-Edge, Ltd. provides complete autocross and performance set-up, engine and suspension modifications, plus maintenance and repair for all makes of cars, light trucks and vans. Their technicians are factory trained and ASE Certified. They have been a support for PCA and Nord Stern for over 12 years, and provide complete autocross and performance set-up for club racers. Founded 31 years ago, Auto-Edge offers full service automotive repairs for American and import cars. Auto-Edge and Porsche club racing are a family affair with current owners Bob and Pam Viau running the company and racing in cars #46 and #64 while son Bobby works in the family business and races in car #46. For more information about Auto-Edge, call 651-777-6924 or visit their website at www.Auto-edge.com.

Carrera Communications, Inc., was founded in 2004 by Nord Stern member and DE driver Becky Bailey. Since Carrera means "racing" in Spanish, it was only fitting that Carrera Communications was a Loonacy Race sponsor. Carrera is a marketing communications business that specializes in helping clients build brands and communicate about their products and services to key audiences in relevant and effective ways to drive their business. Becky, who has more than 20 years of senior-level marketing communications, brand building, and public relations experience on the corporate and agency side, works with business-to-consumer and business-to-business clients of all sizes.

Her passion for racing runs deep as she spent many years in marketing at Target where one of her responsibilities was promoting the Championship Auto Racing Team. She had the opportunity to learn about Indy race cars and work with Target's race team owner Chip Ganassi and race car driving legends such as Michael Andretti, Jimmy Vassar, Alex Zanardi and Bryan Herta.

When she's not at the track, you can reach Becky at Carrera Communications at her office in Plymouth at 763-551-9190 or at www.carrerainc.com.

Mathew Hall Lumber Company started in St. Cloud in 1889 on the west bank of the Mississippi River. Mathew Hall began a philosophy of business that has been retained by four generations of Halls. It is a philosophy that not only treats each and every customer as a personal friend, but ensures that any purchase of lumber or building supplies from Mathew Hall Lumber Company are the very best quality materials for the job.

Nord Stern member Loran Hall is President of Mathew Hall Lumber and is the fourth generation of the family-owned business (Loran, John and Dan). Loran has worked at the lumber yard all his life and carries on Mathew Hall's philosophy of "Treat each customer as a personal friend." The company has a knowledgeable team of 120 employees, quality products, and competitive pricing. They offer full line lumber, building materials, carpet, floor coverings, lighting, roof and floor truss manufacturing, distribution, drafting and design. Mathew Hall Lumber serves the Central Minnesota area as the premier single source provider of building materials, integrated products and services.

Loran has been a PCA/Nord Stern member since 2004 and drives a 2005 Boxster S (Black/Black/Black). Mathew Hall's web address is www.mathewhall.com.

Mortgage Marketing Associates (MMA) was established in 1992 by Bill Berard, President, and Kathy Cross-Berard, Vice President, and has three metro locations with nationwide financing capabilities. Awarded the esteemed "Priority Broker Status" by the country's leading lenders, MMA offers customers superior selection, service and the lowest interest rates. MMA can help with all of your financing needs such as purchases, refinancing, second mortgages and equity lines, reverse mortgage programs, out-of-state retirement and vacation/investment homes, FHA/VA, first-time homeowners, self-employed borrowers, and commercial financing. Bill is a longtime Nord Stern member and is hard to miss on the race track in his 1999 996 Cup "Target" car #41. For further information about MMA's services, contact Bill at 952-921-4955, extension 1, or visit their website at www.mmamortgage.com

Shock Doctor, Inc., is headquartered in Plymouth, Minnesota and is a widely recognized brand leader that uses innovative design and superior technology to provide greater protection for people who are passionate about their sports. In addition, Shock Doctor offers a full line of patented technologically-advanced mouthguards, including the Jaw and Neck Support, "JANS" motor

Continued on page 12



Out and About at BIR 06 Club Race

photos by Luke Ibis



Race Sponsors . . .

. . . continued from page 10

sports mouthpiece. Shock Doctor provided JANS mouthguards to the Loonacy Race drivers.

The JANS is a Mandibular Orthopaedic Repositioning Appliance, or MORA, that can help improve posture, increase strength and reduce fatigue. These key benefits can enhance driver performance and safety. By protecting the jaw joint and optimizing jaw position the JANS helps reduce the effects of vibration and g-forces and major traumas (primary and secondary impacts) that can result in fatigue, discomfort and potential injury. It can also help keep the head steady and eyes level so the inner ear can better synchronize with what the eyes are seeing. The JANS is unique in that it is comfortably formed and worn on the lower teeth.

Shock Doctor offers a comprehensive line of innovative performance products, including core protective gear for hockey, football, baseball, and lacrosse equipment, as well as bio-mechanic insoles. The full line of Shock Doctor performance products, as well as in-car video of IMSA GT3 Cup Challenge Series Porsche drivers who wear the JANS, can be seen at www.shockdoctor.com.

Carousel Porsche and Maplewood Imports were the title sponsors of this year's Loonacy Race. For over thirty years, Porsche enthusiasts have purchased and serviced more Porsches at Carousel than any other dealer in the Midwest. The new Carousel Porsche is one of the first exclusive of its kind and their goal is to provide each customer a personal, unique, responsive Porsche experience. You can learn more about Carousel Porsche at www.carouselporsche.com.

Maplewood Imports is St. Paul's German Car Connection specializing in Mercedes-Benz, Porsche & Audi sales, service and parts for over 30 years. Plus they have a diverse selection of pre-owned vehicles. They are easily located 15 minutes from downtown Minneapolis and just 10 minutes from downtown St. Paul. The Porsche side boasts a special new car delivery space, a boutique and a spacious customer lounge. In the fall of 2001, they remodeled their 22 bay service facility – designating areas for each of their brands. There have been a lot of physical changes – a great deal of growth. However, something that hasn't changed is their commitment to the customer and to their employees.

When you look around the dealership you'll meet sales, service and parts staffs that have been with the dealership for over 20 years. They are now selling and servicing cars for the sons and daughters of the people they sold to and serviced years ago. The team at Maplewood Imports feels fortunate to represent some of the finest automobiles in the world. They hope you will visit them in person or on-line at www.maplewoodimports.com for all of your new and used sales, service and parts needs.

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Mr. Shock Doctor himself, Steve Washburn, completes his rookie race requirements at the recent BIR Club Race. 'Mr. Intensity having a Blast!' Photo by Keith Jones



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\$200,000	\$696.67	\$1,169.65	\$1,218.57
\$300,000	\$1,023.34	\$1,737.44	\$1,810.11
\$500,000	\$1,696.67	\$2,873.02	\$2,993.18
\$750,000	\$2,530.00	\$4,292.49	\$4,472.03



Courage Center Benefits . . .

by Keith Jones, Charitable Chair

With a little money yet to come in, I very pleased to announce that the members, friends, and sponsors of Nord Stern raised over \$13,000 dollars on Saturday, August 5th for Courage Center!

This is really amazing considering that all this money came from just a couple hundred people donating for parade laps, buying raffle tickets, and silent and live auction bidding. I need to thank our merchandise donors. 100% of the money collected from their donations went directly to Courage Center.

Merchandise donors:

- | | |
|-----------------------------|---------------------------------|
| • Carousel Auto | • Susan Jones |
| • Maplewood Imports | • Mike Lancial |
| • PCNA | • John McGinty |
| • Tom McGlynn | • Lon Tusler |
| • Jim Breakey | • Kelly Griffin |
| • Dave Roberts | • Paul Beyl with Trackside Tire |
| • Don Erickson | • Ron Johnson |
| • Paul Schmitt with Snap On | • Mike Jekot |
| • Hennepin Theatre District | • Nurburgring |
| • Target Stores | • Leighton's Garage |
| • Dave Knox | • Clint Sawinski |
| • J.W. Hulme | • Juergen's Dent Kraft |
| • The Boeders | • Jeff Speer with Hoosier Tire |
| • Bret Bailey | |
| • Mark Deukotoski | • Keith Jones |
| • Loran Hall | • The Shock Doctor |
| • Jim Holton | • Brian Hanson |
| • Doug Scovanner | • Mark Teteris |
| • The Complete Garage | • Jim Bryant - Apex |
| • Courtney's Truck Service | • Stockholm Karting Center |
| • Raymond Autobody | • Carriage House Customs |
| • Dave Arundel | • Brian Kowski |
| • The Lodge of Brainerd | • Morrie's Imports |
| • Roger Johnson | |

Special thank yous:

- Steve Beddor for donating the use of the Quattro building.
- Mathew Lumber for sponsoring the Mike Jekot original artwork raffle.
- Emily Matzke and her husband from Courage Center.
- All the club race sponsors and volunteers.
- Race Lackey Roger Johnson.
- And most of all, to all who bid, so much, to a most worthy cause. Thank You!

Club Race Chair Compliments his Crew . . .

by Roger Johnson, BIR Club Race Chair

What a great team we have in Nord Stern! For years and years I have said that no matter what happens at an event, Nord Sterners pick up the ball and make it happen and it always ends up a successful event. This years race proved that in spades.

National timing person can't make it? We have the people to jump in and make it happen seamlessly. Race Chair (or Lackey depending on your perspective) craps out and leaves town halfway through the event? No problem! Just one less person to listen to at the driver's meeting. I am so proud to be part of this group.

I've gotten more emails of thanks from participants this year than any other. While it seemed like there were more bumps in the road this year than most, the fact is that everyone just jumps in, takes some ownership, and what could be big bumps become small ones. There were great ideas thrown out and implemented successfully. Minor issues were dealt with in a manner where they stayed that way. There are many facets to putting on this event, not all of which are completely controllable. The fact that there is a great team in place turns the uncontrollable into controlled and we move on to the next thing.

One last comment, our race is known nationally primarily for it's customer friendliness. Nord Stern is known nationally for it's friendliness in general and our race is a microcosm of that.

A most heartfelt thank you!

Roger, It didn't happen without the work you have done. My personal congratulations on an event that was a blast. It is not well understood that the behind the scenes efforts you provide always ensure our success. I also applaud the people who simply stepped forward to help. I guess I come to expect that behavior, which makes me sound complacent. I'm not and I see that there is such a great group of people behind this event, I am proud to be a part of this club. As I work a lot of events with the national crew, I am always proud when I get racers who ask for posters or who talk with me about their experiences at the BIR race. A tradition I can only hope will continue. There are a lot of club races that just don't have this level of local support or organization. Again, it is easy to be proud to be a part of this organization and a special thanks to people like you who go the extra distance. Thanks Roger! I had a great weekend!

Jon Beatty

Out and About at August 2006 BIR Club Race

all photos page 16-19 by Jim Anderson, www.jimsracing.com







(L-R, Rachel Weaver, Lorry Tusler, Rachel Tusler get together at the Silent Auction



Okay, Ed, is that smoke or is that dust, and I think we know the answer!



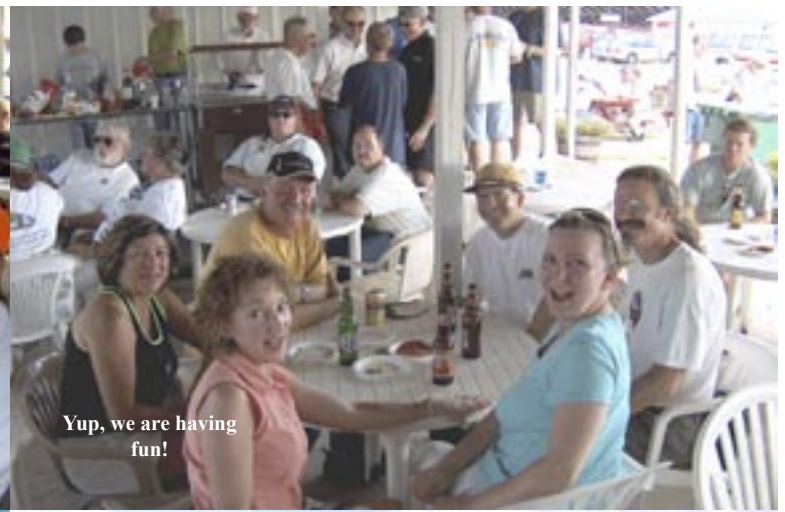
(L-R, Cal Townsend, and Kris Meacham head over for refreshments



I call this the 'White Shirt Gang'! (L-R) Leslie Sikorski (Kim Fritze's sister), Eleanor Renwick and Kim F. are ready to party!



Corner Workers, races, friends all find a spot to relax



Yup, we are having fun!



The 'Social Hour' has started!



Bob Viau, Chuck and Betsey Porter



Karen Brennan, Ron Lewis and Jim Breakey



Some serious bidding in the Quattro Garage - all for Courage Center



Keith Jones procured some outstanding donations for Courage Center - lots of 'guy stuff!'



The scene inside the Quattro Garage was home to Carousel Porsche's display, the Silent and Live Auction as well as the Information Booth - a perfect setting

Got Wine? Announcing . . .

Nord Stern Fall Afternoon Drive & Winery Tour!

- ☛ Enjoy an afternoon of fall colors while touring the St. Croix scenic byway! Later on, we'll stop at Wisconsin's Chateau St Croix Winery and Vineyard for a winery tour and hors d'oeuvres. An outdoor patio and tent with fireplaces and fire pits will help keep out the October chill. Afterwards, you'll have the option of heading back home or to an early dinner at a scenic restaurant located on Balsam Lake. (Details to follow.)
- ☛ Wine tastings are free for up to 3 wines, with a minimal charge for 4 – 6 wines. You can also purchase full glasses of wine, beer, and non-alcoholic beverages.
- ☛ Pre-register now to hold your space and to become eligible for a door prize! Space is limited to the first 50 members who sign up!

Sunday, October 15, 2006

Start: Meet TBA at 12:00 p.m. for start of drive. Maps and waivers provided at the start of the tour.

Arrive: At winery at approximately 2:00 pm

Depart: At approximately 4:30 p.m. (winery closes 4:00 p.m.)

Cost: \$15/person, which includes 45-min wine tour, souvenir wine glass, and hors d'oeuvres.

Children under 12 can participate in the wine tour and corn maze for free.

Eventmasters: Jill & Fred Daneu (Jill@daneucom.com), Mike Lancial (thelancials@msn.com), and Sarah DeLong (sdelong@ald-mpls.com).

Send \$15/person payable by October 1 to Nord Stern to:
Jill & Fred Daneu, 12706 Florida Lane, Apple Valley, MN 55124

Name: _____ e-mail _____

Number of participants @ \$15: _____

Total cost: _____

Early dinner reservations/location TBA (pay as you go)? Yes or No (circle one)

2006 Kalender . . . Check for 'New & Added'

September

- 4 Labor Day BYOB Picnic in Rochester!**
1:00 pm to 5:00 Location: TBA
Contact: Jeff Boehm, email: jbandbj@chartermi.net
- 10 Sunday Autocross at Dakota County Tech Center**
Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net
- 14-15 Blackhawk Farms DE -**
Eventmaster: Ron Lewis 952-932-0505 or email: lewis_re@earthlink.net See pgs 24 and 25
- 22-24 Nord Stern's Annual North Shore Fall Color Tour**
Tofte, MN Headquarters: BlueFin Bay
1-800-Blue Fin for reservations
Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net
- 29 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or email: jon@minnetonkasoftware.com
- 30-- First Fling Driver Education**
Oct 1 Brainerd International Raceway
Eventmaster: TBA
DE Chair: Phil White at rs_america@comcast.net or 612.418.9319

October

- 7* Nord Stern Annual Rally on Saturday**
Eventmaster: Lon Tusler
Details TBA: Watch *Nord Stern* and ClubTalk email
- 10 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Rick LaVerdiere 651 998-1511 ricklav968@hotmail.com
- 15* 2006 Fall Afternoon Drive & Winery Tour**
Eventmasters: Sarah DeLong, 612 866-7490, sdelong@ald-mpls.com or Mike Lancial 952 929-2762, thelancials@msn.com, see pg. 22.

November

- 14 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Rick LaVerdiere 651 998-1511 ricklav968@hotmail.com

2006

January

- 9 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Cal Townsend 952 431-4442 twm820@aol.com

February

- 13 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Cal Townsend 952 431-4442 twm820@aol.com

March

- 13 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Cal Townsend 952 431-4442 twm820@aol.com

2006

April

- 10 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville
Eventmaster: Cal Townsend 952 431-4442 twm820@aol.com

July

- 9-10 Road America Driver Ed**
Monday and Tuesday
Elkhart Lake, WI - Eventmaster: TBA
Contact Phil White rs_america@ccomcast.net

2007

2007

2007

2007

2007

Please Join Us

Nord Stern Annual Meeting & Awards Dinner

Saturday, November 4, 2006

Edina Country Club

952-927-7151 or www.edinacountryclub.com

Social/Cash Bar 6:00 pm

'06 Year in Review - Slide Show

Dinner 7:30 pm

Awards 9:00 pm

Dinner Choices:

To Be Announced

Watch Your Next *Nord Stern*

Cost: TBA



Eventmasters:

Kim/Keith Fritze

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experience :	nord stern open class autocross champion
experience :	nord stern concours winner
experience :	nord stern technical editor
experience :	factory training school graduate
experience :	hundreds of satisfied customers
experience :	air cooled 911 and 356 specialist



Nord Stern's, Run for the Bun "Third Time's a Charm" Rally

Date: Saturday October 7th

Time & Registration: Noon

Drivers Meeting: 12:45

First Car Out: 1:00

More details to follow



Blackhawk Farms DE & Time Trial With 2006 Daytona winner Randy Pobst

Thursday & Friday, September 14 & 15, 2006

located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities.

- Eventmasters: Ron Lewis 952 932-0505 and Randy Hallenbeck 262 538-0728
 - Nord Stern 2006 Autocross Championship Series event.
 - Cost: One Day: \$195 1st driver, \$160 2nd driver. Two Day: \$280 1st driver, \$250 2nd driver. Late fee: \$40.
 - Private instruction from Randy Pobst: \$100.
 - Dinner with Randy Pobst included!
 - Registration: Registration limited to maximize track time. Registration must be postmarked by 8/24 to avoid late fee. No refunds for cancellation after 9/7/06.
 - Requirements: Snell 2000 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.
 - Tech Inspection: Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package.
- NEW THIS YEAR: Randy Pobst, famed Porsche driver, is available to instruct you in your car!
A private, on-track session with Randy is only \$100.
Sign up now! First come, first served!***

Rush this form along with your check payable to PCA/Milwaukee Region to:

**Randy Hallenbeck
P.O. Box 445
Merton, WI 53056**

Driver _____ Phone # _____

Ability Level (check one) _____ Novice _____ Intermediate _____ Expert _____

Second Driver _____ Phone # _____ Ability: N/ I /E (circle one)

Address _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Are you an Instructor? Yes/No Would you like an Instructor? Yes

NS Class (if known) _____ Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____

Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

Blackhawk Farms Driver Education & Time Trial . . . Brings Us Porsche Driver Randy Pobst!

by Ron Lewis, Eventmaster

This year's joint Nord Stern and Milwaukee Region event at Blackhawk Farms will be a bit different. A fun track not too far from us here in the Twin Cities area, it's a challenging nine-turn 1.5 mile circuit and part of our DE series. Our dates this year are mid-September (see registration form to the right) which as we all know, is a wonderful time of the year in the Midwest and will provide lots of track time for one and all. What is new this year will be the availability of a professional driver who will join us at the track.

Randy Pobst, famed Porsche driver and winner of the 2006 Daytona 24 hour race will be with us at Blackhawk Farms. Not only will Randy be our dinner speaker Thursday evening, he is also available to instruct you in your car! You can have Randy drive your car and observe the line and technique of a real pro. Or you can drive and have Randy give you some pointers! Cost is only \$100. At this price, we expect this to sell out fast! Sign up now and get your registration form mailed in!

More information on Randy can be found on his website: <http://www.randypobst.com>. His biography section starts out with the following: "Meeting Randy Pobst today one would not guess that he graduated from the University of Central Florida with a degree in accounting (3.52 grade average, by the way).

While attending school Pobst slowly gravitated towards cars and sportscar racing.

Randy's life began in Dayton, Ohio. As the son of an Air Force man, Pobst's childhood was filled with several moves around the world. For three years his family was stationed in Europe. From those days in Europe the seeds of his love affair with sportscar racing were planted.

Randy first began competing in 1977, at age nineteen: "I saw an advertisement for the Indian River Sports Car Club autocross event at a local mall in Melbourne, Florida. First, I just went and watched two events. The third event I took my Datsun 510 out to try my hand at it, and I won, beating the class champion."

From those humble beginnings grew one of the most successful sportscar careers of any American driver. With over sixty professional wins and three professional Championships, Randy has secured his place as one of the top sportscar drivers in the world.

His focus in 2004 was the factory backed Audi RS6 in the Speed World Challenge GT series. Pobst drove for the Champion Racing effort and had long-time competitor Michael Galati as his teammate." See Randy's website for lots more!

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Porsche Parade 2006 . . . A “First Timers” Perspective

by Ken Smiley; Cayman Registry Chair, Kansas City Region Webmaster

I’ve been a PCA member for almost 5 years and I’m currently driving my 4th Porsche. Somehow, prior to this year, I never managed to find a way to get to the annual Porsche Parade. Oh sure, I’d “heard” about the Parade from some of the “old-timers” in our region and I’d read articles about Parade in past issues of Panorama but I never attended. I suppose I had a variety of excuses. My first year in PCA I didn’t know anything about it, my second year it was in Boise, Idaho which at the time I thought was “too far” for any sane person to drive. This was followed by Dallas which was much closer and I was going to attend but the birth of our son and family finances dictated otherwise. I set my sites on Hershey but the event sold out in something like 20 seconds and I was too far down the waiting list.

The 2006 Parade was going to take place in Portland, Oregon where the company I work for is located. Although familiar with Portland from many business trips, I had never driven there other than a drive-through on a trip from Seattle to San Francisco. Entering in the destination on the computer I discovered the trip was all of 1,927 miles from home, and I thought Boise was far!

In August of 2005 I started a website as a central repository for all things Cayman related which eventually grew into the PCA Cayman Register (www.caymanregister.org). As the “new kid on the block” so to speak I thought it incumbent upon me to attend Parade and get the word out about the Cayman Register and generally make myself available to many individuals that I had met during the last year of operating the website and setting up the Register. I took delivery of my Cayman S in January of 2006 and by the time Parade rolled around I had about 5,500 miles on my car. The trip to Portland was going to just about double that!

I did not want to make the trip alone since it involved roughly 27 hours or 3 days worth of driving. I placed an ad in our local newsletter but didn’t get any takers. At a KC Region pub night social event I bumped into Stefan Wilhelmy the maker of the “Smart-Top” for the Boxster and 911 Cabs and convinced him to join PCA and go on the drive with me. Stefan was also developing a remote key application for the Cayman and using my car as an extended test drive guinea pig.

Our fateful departure day arrived and we headed west on I-70 to Denver. We spent the night there and set out for Twin Falls, ID the next day only to be met with a check engine light once we got into the mountains west of Denver. Rather than risk a drive all the way to Salt Lake we called Prestige Porsche in Denver and explained our situation. They were wonderful and got us in right away, checked the code and got us on our way. The code turned out to simply be a catalytic converter warm-up code that seems to plague a lot of early Caymans. My car had flashed that code before and my local dealer had replaced both catalytic converters just a few weeks prior so I suspect it is just an anomaly in the car’s computer diagnostics which Porsche will eventually rectify with

an update. The rest of the trip to Twin Falls and Portland the next day was scenic but uneventful.

We arrived Saturday and went through Parade check-in. Never having been to Parade before I didn’t know what to expect, but figured it would be like most work conferences I attend – a swipe of a bar code and I’m done. Well that wasn’t quite the case, Parade has a rather interesting check-in procedure. At first I thought “why don’t these people automate this?” then I realized it is because volunteers are there making themselves available should I have



questions concerning any events that I was signed up for. My trusty notebook and folder was soon to become my best friend and thank goodness for those mini-schedules that I could tuck into the back of name badge.

As you can imagine my Cayman had killed its fair share of bugs on the way out so I took one of the sponsors up on the free do-it-yourself car wash. It was after washing the car that I discovered that what I thought was sap on the car was actually some kind of overspray. I didn’t have time to do anything about it then but mentioned it to a couple of people that I knew who were in attendance at the Parade to see if they had any suggestions on how to remove it. The next day I went and saw the Griot’s Garage people who were one of the sponsors and they lent me everything from a clay bar to polish #4 and adhesive remover to try and get the stuff off. This was where I first started to get wind of how helpful people are at Parade. Their chief detailer spent at least an hour with me showing me things I could do to try and take the overspray off. He could have been selling product but instead tried his best to help.

The next day was our “big” day at Parade, the Concours at the golf course. I had received approval ahead of time to set up a table for the Cayman Register where we would give out free Cayman posters provided by Prestige Porsche in Denver along with Cayman Register flyers and spec sheets about the modifications done to my Cayman S which was on display. Displaying a Cayman S that puts out more horsepower than a 997 C2S tends to get attention among Porsche enthusiasts so our table was busy most of the day. I met people from all over the country and spent hours talking about the Cayman the Cayman Register and the Parade in general. I was struck by how genuinely nice everyone was. I

didn't really know what to expect. On the internet message forums the reaction to the Cayman had been less than kind from 911 and Boxster owners who each had their reasons for dismissing the car. There was none of this at the Parade.

I think the moment that brought it all together for me was when John Paterek walked up to me, introduced himself, and asked if he could try a couple of things on my car to get the overspray off. For those who don't know John, he heads up the Concours event for Parade among many other things. To have him stop by on what is obviously his busiest day at Parade and take time out to start polishing my car just blew me away. His wife sat down and was knitting something while John proceeded to examine my car and then show me what needed to be done to take care of the problem. I talked to his wife briefly and evidently someone had told John of my predicament and he took it upon himself to help me out. While Parade might be focused on the Porsche cars, it was really the people at the event that made the whole experience come together for me.

Speaking of people, no less than 5 members of the Cayman Register also stopped by to chat. I had met these individuals over the web during the last year but it was always nice to put a face to a name. I let several members drive my car and check out the modifications first hand and of course told them I would expect to see them at our first annual Cayman owners gathering in October known as "Croctoberfest". If all of this wasn't enough to make a successful Parade and memorable experience it was only to get better at the awards dinner that evening. The featured keynote speaker was none other than racing legend Vic Elford. Vic delivered the equivalent of an atom bomb in front of the 1000+ people at dinner that night. It seems that after 40 years of driving his favorite sports car the Porsche 911, that Vic has a new favorite the Cayman S. He likened the car to a young mistress and cautioned members of the audience not to test drive one or else it would seduce them into purchasing the car. I love all Porsches and I'm not about to get into a discussion of which car is "better", but it sure was nice to hear Vic say that about the Cayman. I tracked Vic down and gave him a Cayman Register t-shirt and hope to see him at a future Cayman Register or PCA event.

If that day was the equivalent of winning the lottery in terms of fun and excitement, I don't know how to quantify my next experience. As the Cayman Register chairperson I was invited to attend the president's reception - where region presidents are thanked, meet with the national staff and have the opportunity to discuss club business - at a local country club. I didn't figure that I would know too many people at this event since it was my first Parade so I found myself standing over near the corner having a talk with a gentleman from California who asked about the Cayman when we were approached by another man whom he obviously knew. I was then introduced to Dr. Wolfgang Porsche, one of those "hello can I get autograph oh my god what do I say am I sweating does my breath smell" kind of moments. Dr. Wolfgang Porsche proceeded to tell me that he drives a speed yellow Cayman S as his daily driver. Now I'm having one of those "this must

be karma what are the odds of this" kind of moments because my Cayman is speed yellow as well. We start discussing which options we chose and why and suddenly it is like we are long time friends, me and the son of Ferry Porsche. Suddenly the magical mystery tour was over as someone else needed to speak with him. Before he departed, I thanked him for his time and thanked him and Porsche for building such wonderful cars.

I spent the remainder of the evening chatting with several PCA officers including Ruben Ledesma who volunteered to help with our Cayman Register logo problem should we need some more artwork generated, which is another story that would not fit within the confines of these pages at this time. I also presented Tom Bobbitt with his very own Cayman Register t-shirt as a note of thanks for all of the things he had done to help foster the creation and growth of the register. In 2006 alone we've had more than 100 new PCA members join because of the register and website and we hope to continue to improve upon that in the years ahead. I can't leave John Straub out either who was also instrumental in getting things going. I hope he enjoys his shirt as well.

When I arrived back at my hotel room I thought "what if I hadn't come?" what if I had thought "oh it's too far" or "it's just another Parade". Sure I would have missed out on seeing some Porsches I'd never seen before but more importantly I would have missed out on the wonderful people who make up PCA. If you are sitting there reading this article (please don't read and drive) and you've never attended a PCA Porsche Parade before all I can say to you is "**do it**". Get your calendar out and mark down the days for next year's Parade in San Diego. I can't guarantee that you'll have the sort of epiphany that I had, but I can certainly guarantee that you'll have a terrific time and meet a bunch of great people in the process. Oh and one more thing, go ahead and test drive the Cayman at your nearest dealer, I can always use a few more Cayman Register members!

(Note: Pictures taken on our Parade trip along with some videos will be available sometime in the next few days at <http://www.caymanclub.net/parade06.asp>)



Lining up in the Grid at the BIR Club Race is a bevy of 'beauties'
Photo by Luke Ibis

Just for Fun - Brainerd Area Restaurants, as recommended by club members . . .

submitted by Jon Beatty, Doug Arndt, Bret Bailey and others

Fine dining:

Lost Lake Lodge
Prairie Bay
Sherwood Forest Lodge
Classic/Legacy (another part of Craguns south of Bar Harbor on 77)
The Landing (Motley)
The Italian Garden
The Main Lodge at Grandview
Timber Ridge in Pequot Lakes
Ivan's

Basic fare:

Famous Daves
Bar Harbor (better on a nice night if you're on the deck)
Black Bear
Poncho and Lefty's
371 Diner (gotta' love an old fashioned malt)
Morey's Fish Market (on 371 in Baxter about 2 mi south of BIR.
Matty's (In Lakeshore about 1/4 mi south of Bar Harbor on CR 77 - good bar food and the best fish

sandwich on the planet.

Rafferty's Pizza on the main street in Nisswa.

Excellent pizza. Eat in or take out, and a nice outdoor patio

Numerous chains (Culvers, Fridays, etc.)

Best Coffee:

Caribou in Baxter

Adirondack in Nisswa (main street)

Stonehouse in Nisswa (Nisswa Square, just past the DQ)- they roast their own

beans, and the owner is very knowledgeable in the different coffees he

offers- it's my favorite per Doug Arndt, editor's note:

that's a trusted source!

And lastly the following website was recommended:

<http://www.brainerd.com/dining/dining.html>

This incudes Ivan's which was rebuilt after a fire this winter and scheduled to reopen August 15, 2006.



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Luis Fraguada starts the judging!



Susan and Dave Roberts with his Club Race car

Out and About at the June Concours

all photos pgs. 29-31 by Jill Daneu



Left, Neil Contardi enjoying the day



Open wide for inspection!



Phil Hancock puts some finishing touches on Keith Jone's car



Roy Henneberger, Luis Fraguada, Sr. and Dale Trippler



The Contardi's gorgeous 2001 911



Hanging out and admiring Bill Berard's 'Target' race car were (L-R) Jim Breakey, Christie Boeder, Bob Viau, Jr.



(L-R) Judges Fred Daneu, Dave Weisel and Roy Henneberger



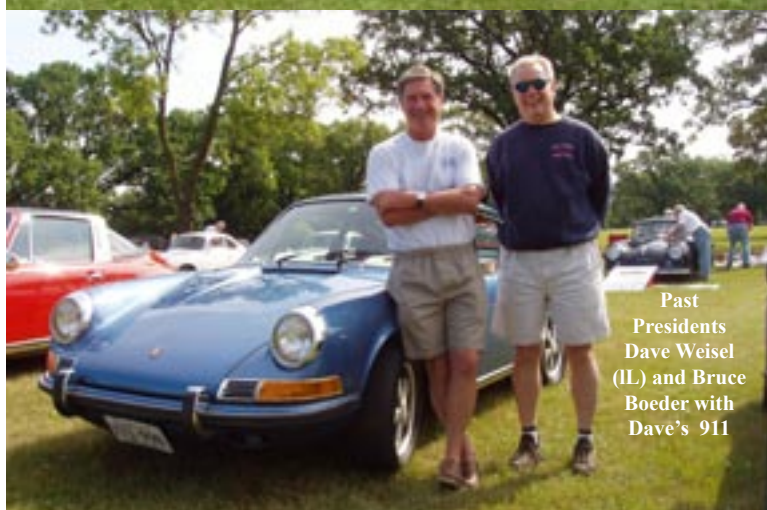
(L-R) Keith Jones, Fred Daneu and John Dixon with Keith's Beck 350 Spyder tribute car



An Impressive Line Up



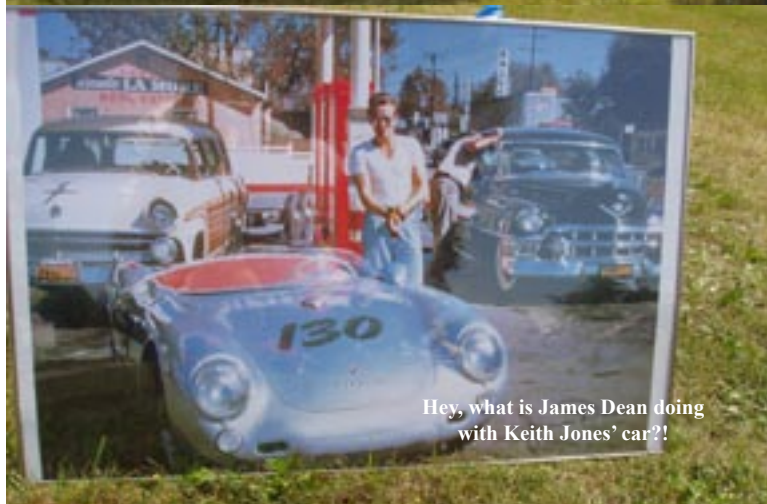
Only Some of the Race Car Entrants and 'Display Only' - very impressive



Past Presidents Dave Weisel (IL) and Bruce Boeder with Dave's 911



Fred Badiyan and his impressive 1975 914



Hey, what is James Dean doing with Keith Jones' car?!



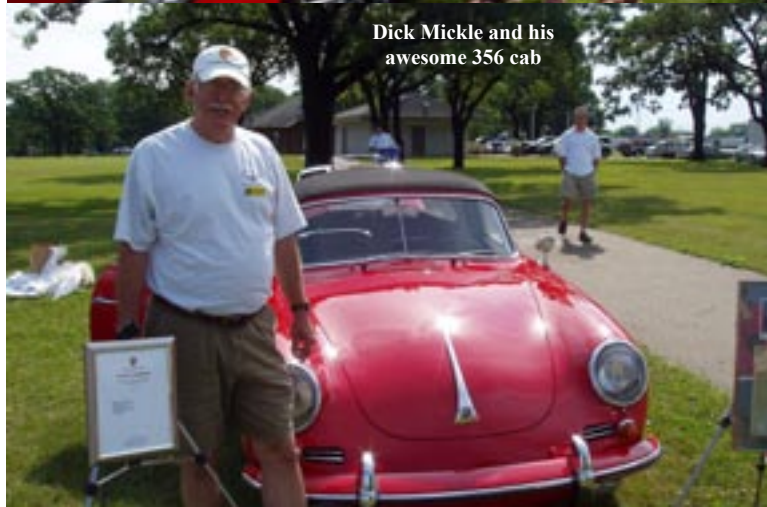
Look closely!
"Honey, I think I shrunk the Porsche!"



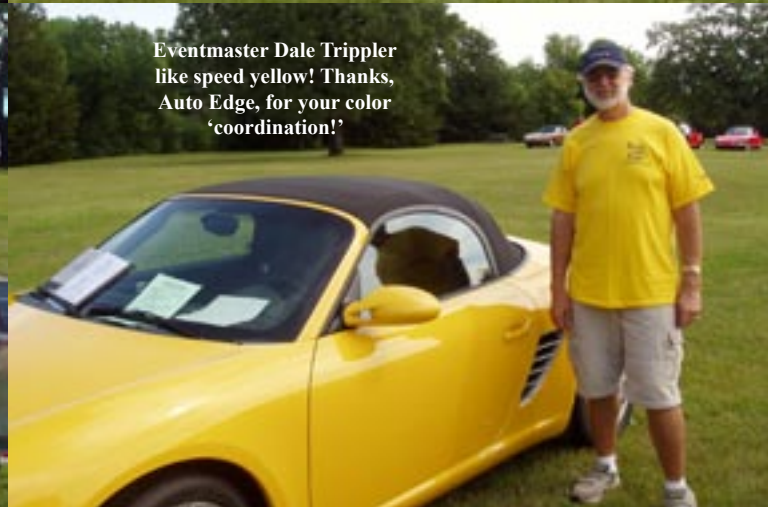
Bret Bailey and friend Laura
with his gorgeous 2006 997



Another caption contest:
'Double the Fun'
'Everything is Better in Pairs'
'Matching Bookends!' or just plain:
"Wow, Wow"



Dick Mickle and his
awesome 356 cab



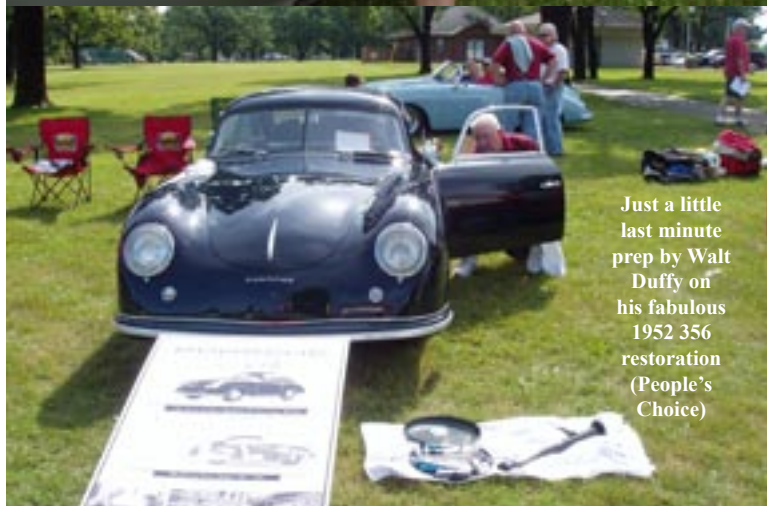
Eventmaster Dale Trippler
like speed yellow! Thanks,
Auto Edge, for your color
'coordination!'



Judge Bob CAREFULLY
inspects the engine (editor's
note: this couple really be a
'caption contest' pose!)



Judges carefully look over
Mike Hoke's GT3 race car



Just a little
last minute
prep by Walt
Duffy on
his fabulous
1952 356
restoration
(People's
Choice)



Lon Tusler and Dave Weisel
are judges extraordinaire...

Dear Hanzy, Mein Hanzy

by John R. Killion, Car 168, North Country Region

I got home kind of late the other night after a wonderful evening of food and cocktails with some friends, only to find Bill Shakespeare standing at the end of my driveway yet again, at once both resplendent and foolish in his flamboyant and outrageous attire. I resisted my childish impulse to chase him down, mainly out of fear of damaging my old and beloved Porsche, but before the garage door could close he ducked underneath it and I found myself at his mercy once again.

"Didn't you see me standing there, Little Brother?" he asked while coyly scanning my pockets. "I've been waiting for you all night long. You can't tell me you weren't thinking about her when 'Midnight Train to Georgia' started playing," he smirked with a charming devilishness as his greasy hand began fishing through my inner pockets in search of a smoke. "I know everything there is to know about these matters of the heart. I am an expert in this field."

I let out a wimpy whine and said, "Aw, Bill, haven't you said enough already. She and I both feel bad enough about all this without you adding to it. And how do you know what was playing anyway?"

"Whoa, Little Brother," he theatrically exclaimed. "Take a chill pill. I am here to help." He lit his pilfered cigarette and grandly blew a thick cloud of swirling smoke around us as he sat down on the hard concrete floor. "You know, there was a lot more to

my life's work than just tragedy, murder and deceit, although that seems to be about the only thing you people want to remember about me. That and my exemplary manners. Now look -- please -- sit down and let's have a quiet little talk."

Knowing full well that escape was all but impossible I sat down beside him as I've done so many times in the past, and I noticed that he looked a bit more tired than usual, more careworn, and his unhealthy pallor was an even starker shade of ashen gray, and I warily wondered if he had anything of a contagious nature lurking about his unkempt presence. He was vigorously scratching at himself in a manner which defies all polite description and I wisely resolved that this would be a very brief visit for us.

"Dude, listen, I read that self-pitying drivel you typed the other night and all I can say is: Muffin! Poor Muffin!" he laughed outrageously, and his laughter quickly degraded into a spastic and frightening coughing fit of massive proportions, heaving and in and out like a convulsing human bellows in a TB ward, blowing his rank and poisonous air in every direction. Then, recovering surprisingly quickly for a fellow who's been dead for a couple of centuries he asked, "Do you think you're the first Bozo to come down the pike feeling short changed by circumstance? For crying out loud kid, you've got to learn to relax. Now gimme another smoke." I handed him my last cigarette and he warily looked into the empty pack, and I could see him calculating his future



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prospects, "You have more of those, right?" he coarsely asked.

Now Hanzy, after a lengthy and time-consuming discourse focused on assuring him that I indeed had another pack stashed in my car, a temporal pack, one of our world, he continued with his talk. "You know, when those dandy literary types start yammering about my work all they ever focus on is the human tragedy, the unrequited love, the betrayals, the seedy and darker side of humanity, blah, blah, blah, but I wrote all that stuff just to keep the critics happy, and of course to keep myself in wine and women. You know, Little Bro, women love poetic types, and a little wine goes a long way when delivered with a nice verse."

I considered slapping him. "I know, Bill. I've been there. But this was something different. I didn't have to pretend to be someone other than who I was and neither did she. She was just so easy to be with, and I found I was actually interested in talking with her."

"Oh, paleeze," he bellowed with a sweeping gesture of authority. "Your gonna tell me you weren't thinking about her more mysterious and secret charms? Are you claiming that your sole thoughts were confined to your polite talk while the two of you were eating in that commoner's establishment? I saw the way you were looking at her. I've looked at hundreds of women that way. I dare say thousands!" he said while picking one of the several dozen pieces of crud from his shirt.

"But Bill," I pleaded. "This was something beyond infatuation. I've been around the block more than once, and she is the type of woman who comes along maybe once or twice in a lucky man's life. Sure, I could fill my time with any number of distractions, but there is more to life than treading water at the shallow end of the pool."

He cursed my name. "Now you are telling me about the mysteries of life?" he grandly questioned with but a small fraction of the literary might and indignation he could have easily mustered. "I wrote the book on this subject -- don't ever forget it -- and if you would just shut up and listen you may learn something," he said while blowing another voluminous cloud of smoke. "Underlying all my brilliant perceptions concerning human folly, tragedy and misfortune was a subtle message for knuckleheads just like yourself, and if you only took the time to look a little deeper you just might have an easier go of it."

He had my full attention now. I shook the hair out of my eyes and looked at him closely, and I could tell that he genuinely wanted to help. "I've been watching you for years, Little Brother," he said calmly. "I've taken an interest in you and your silly business, and I've seen you emboldened with an attitude of smugness far beyond what your actual level of talent could ever properly answer. But now you claim that you've grown up, that you've developed a taste for sipping fine wine as opposed to gulping down the grog, and now you have a genuine desire to touch the enchanting soul of a woman, instead of just her body," he rolled his eyes in exaggerated disbelief and continued. "So, last week you met a woman you believe that may be possible with, only to find yourself hindered by circumstance and distance seeming beyond the control of either

one of you. Have I got it right so far?" he asked.

"Yup, that's about right, Bill," I quickly said to him, anxious for him to provide some actual insight to me as payment for my many years of listening to his incessant and fulminating blather.

"And you think she felt the same way about you?"

"Yup, whatever was sitting there between us felt way too good to be traveling in only one direction. It was just so easy to be with her. It felt, I don't know, correct, like I was harnessed in my driver's seat, you know? Like we'd done it many times before and would do it many more."

He shot up from the concrete floor with an agility I never would have expected from him. He tossed his funky bell hat to the floor and began dancing around it like a crazed troubadour, snapping his fingers as high into the air as he could reach which was about up to my nose, convulsed in laughter, and spouting, "This is pitiful, PITIFUL. What do I have to do for you people, hold your hands? Can't I leave you alone? I bet your thinking some Romeo and Juliet type of thing here, right? And now you're cast in the heroic part of one of the dumbest characters I ever bothered to take the time to create? And she's Juliet?" He howled with laughter. "That's it! Huh, Little Brother?" He was coughing and laughing with such frightful enterprise that I would've considered his days numbered if he hadn't already died so long ago.

"Well, ahem, it's not totally unlike..." I fumbled. "Um, ah, hey would you like another smoke? I have that extra pack in my car..."

"Oh, brother," he slowly groaned. "Pretending for a moment that I'll overlook your self indulgent flattery regarding one of my masterpieces, let me ask you something. Do you know what made it a tragedy?"

"Well, yea, they died," I cleverly responded.

"Oh, very good, Einstein. 'They died.' How first-year-English of you."

"No, I mean they died tragically."

He slowly shook his head. "Pitiful. No wonder you people need me. You really need me, and your lucky I've taken an interest in you." He stopped dancing and stood on his tippy toes to reach up and place a surprisingly strong hand on my shoulder. I bent over so he could stand flat on his feet.

"Listen dude, those two tragic little kids went off to fairyland way before their time and their only mistake was of one of bad timing, and that blew the whole deal for them. So, do you get the point yet, Little Brother? Life is long, circumstances change, full plates can become empty. So don't be so quick to jump on the knife. Now give me that smoke."

Author's Note: In light of the current questions regarding the definitive image of William Shakespeare, I thought it might be fun to draw my own. In spite of what he considers to be unflattering portraits of him, he still visits me on a regular basis.

Tech Quiz . . . General ?s

compiled by Skip Carter & Greg Philips of Grand Prix Region PCA, Long Beach , CA from Parade Tech Quizzes

911 (1978-1989) QUESTIONS

1. The 1983 911SC/RS has which parts made out of aluminum?
 - a. Hood only
 - b. Doors only
 - c. Roof only
 - d. Front fenders and all opening panelsExcellence, Vol. 2, page 827
2. At the end of 1983 all 20 Type 911SC/RSs were corralled for FIA inspection at Zuffenhausen.
True or False
Excellence, Vol. 2, page 828
3. Among interior changes for the 1985 Carrera there was a new steering wheel design and:
 - a. CD player
 - b. Recaro seats with electric adjustment
 - c. Airbags
 - d. None of the aboveExcellence, Vol. 2, page 832
4. Since the 1985 model year the 911 Cabriolet offered which feature?
 - a. Roll bar
 - b. Expanded rear seating
 - c. Electric actuation for its convertible top
 - d. Glass rear windowExcellence, Vol. 2, page 833
5. For the 1987 model year the Carrera had retuned engines for ____ RON octane unleaded fuel.
 - a. 105
 - b. 125
 - c. 89
 - d. 95Excellence, Vol.2, page 834
6. The four-wheel drive Type 953 was based on the 1984 model 911 Carrera.
True or False
Excellence, Vol. 2, page 829
7. The 1984 Carrera had what kind of engine-management system?
 - a. CIS Fuel Injection
 - b. Digital Bosch Motronic
 - c. Bosch L Jetronic
 - d. None of the aboveExcellence, Vol. 2, page 830
8. The final version of the Speedster, as produced in 1988 (for the U.S. as a 1989 model) had which feature?
 - a. Airbags
 - b. ABS brakes
 - c. Turbo-look fenders
 - d. Satellite RadioExcellence, Vol. 2, page 836
9. With a catalyst flanking its left-hand cylinder head, the 1980 Porsche 911 SC was able to:
 - a. Win the Paris-Dakar Rally
 - b. Increase its top speed
 - c. Make more noise
 - d. Meet global emissions requirements.Excellence, Vol.2, page 821
10. What was the weight of the 1984 Carrera engine?
 - a. 463 pounds
 - b. 965 pounds
 - c. 125 pounds
 - d. None of the aboveExcellence, Vol. 2, page 830

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Answers:
1. d
2. T
3. b
4. c
5. d
6. T
7. b
8. c
9. b
10. a

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996 Oil Starvation

by Jack Pierce

I got a lot of guff, at first, for putting my Boxster on the track. In fact I heard many warnings that as soon as I put on sticky tires and got into big sweeping turns (especially left-hand, as I recall) I was doomed to buying a new engine. The supposed cause is the design of the oil channels in the Boxster and 996, and that there is no true dry sump. One noted Porsche tuner down in Florida almost guaranteed my contact at Eibach that I would blow the engine due to oil starvation. Because of that, Eibach only supplied me with my springs kit on the condition that I mention the issue in an upcoming article that I'm writing for performanceINSIDER.com. I figured, if nothing else, I could write an extra good article about it. However, digging deep, talking to everyone I could, the real experts seem to cast this off as an urban myth (or track myth, if you will). Here is what Steve Slauson, the Boxster technical rep from the PCA, had to say:

"I have not received any oil starvation complaints in the time that I have been doing Technical for the PCA nor have I heard anything from PCNA. I have also not seen nor had the problem as described. While the engine does sit opposite of the 996 the build is the same. Most of the road courses in the U.S. travel in a counter clockwise rotation in which most turns are to the right. While some of the courses do have quick left turns they are not as prolonged as the right hand ones. Having said this the 996 should by the oil scavenge pumps location have the most problems, however they do not. The sump kits that are sold lower the oil pan down about 1/4", this would not offer the required protection, should such pooling exist. To pool such an amount of oil to one of the heads would require more area than exists. This starvation that would lead to an engine failure would also be most prevalent to the opposite cylinder bank ring packs and rod bearings. Porsche had actually lowered the oil levels in the 996 to avoid over saturation of the oil separator. This was do to smoking of the cars on cornering. The lowering of the oil level was just simply changing the dipstick level and the gauges sensor software. I would believe that most engine failures to the 996 and Boxster were by either the cylinder liners specifically to the 99MY Boxster or intermediate shaft bearing cover to both. This would have happened on or off the track and happen in an instance with a quick flash of the oil pressure light."

So far I've boiled brake fluid and lost a clutch (both at MAM) and had some issues getting a good alignment, but oil is off my radar.



Bob Youngdahl's 1965 Silver Elva at this summer's Concours; comes apart easily! Photo by Jill Daneu

It's Never Too Early to Schedule Your Plans for 2007!

by Clint Sawinski

Mark you schedule for next year and make plans to run the Kohler International Race (Kohler took over as lead sponsor of the Brian Redman International). The event continues to grow and the new Kohler partnership will take the event to the next level. It is the largest historic sports car race in the country and Nord Stern racers can be a part of it. Jerry Greene and I have been running it for the past 5 years, and it is one of our favorite events of the year. Where else can you see 500 historic race cars at speed including vintage cars like McLaren, Lola, Chevron, Porsche (RSR,

> 908, 917 and 962), Ferrari, Jaguar and over 30 Formula 1 cars. The thunder of the CanAm start is riveting and the F1's scream at you when zipping around Road America's 14 turns.

The best seat in the house is to run the race and most Nord Stern racers are eligible to run it. All you need is a pre-1996 race car with a fuel cell and other typical safety equipment. SVRA will even make some exceptions for new cars on a case by case basis.

You will likely run with us in Group 10 which is a catch all for cars that do not fit into the other SVRA classes. Jerry Greene runs his 1992 Cup and I ran a GT3 Cup. In past years I've run stock

class 911's and a 993 so those cars will work too. Regardless of the car you bring, you will likely find someone to race against. This is also one of the only races you will run which is thrilling to be passed in!

You will race with other Porsche's and have the privilege of racing with (being passed by) awesome cars like a Audi R8, Riley & Scott, Nissan GTP, Vipers, and TransAm cars. This year will had a black Lola/Judd in our group cranking out under 2:00 laps. We nick named him "batman" and he would go by like a bullet. Jerry and I had a good race, Jerry finished 2nd in GTA behind Steve Beddor, and I finished 3rd in GTS. Considering all the heavy iron, we though the results were respectable. Jerry's 92 Cup also won a best in class in the race car concours sponsored by Road & Track. We saw a number of people with Nord Stern connections both on and off the track. Peter Kitchak ran several of his outstanding cars, Ron and Nancy Smith provided trackside analysis, and Mark Bouljon from Carousel helped us figure out trouble with a fuel pump relay.

You will not get as much track time as a PCA race, but all the other elements of the "show" make up for it. There are 40,000 car loving fans, a race car parade to Elkhart Lake, several concours events, fine dining, a band and great racing!

If you want information on running the event for next year contact Jerry Greene or Clint Sawinski. We can reserve larger Nord Stern area in the paddock. Details are also at www.roadamerica.com

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'The Shock Doctor' Steve Washburn's GT3 at the recent BIR Club Race.
Photo by Luke Ibis

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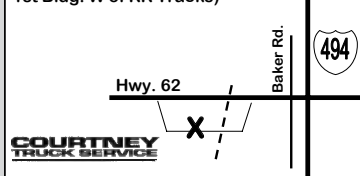
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Beware of Internet Scam Artists!

By Neill Flood, Kansas City Region Porsche Club of America Board Member

As some of you may know, I recently had the bug to purchase another Porsche and the decision was made to sell my Boxster S to purchase Sean Reardon's 930 Turbo. In the beginning, the Boxster was only listed locally, but due to minimal response, several Internet websites were used to increase visibility. Once I listed my car on the Internet, I was pleasantly surprised by the number of inquiries from potential buyers. For the most part, the people who asked about the car had some very intelligent questions and had obviously done their homework, but there were a few that were questionable.

It started when I received an e-mail inquiry on the Boxster from a person who lived in Canada and claimed her father was going to purchase a sports car for her as a wedding gift. There were several "red flags" that occurred during my correspondence with this person, with the first being that the buyer had very few questions about the car and seemed to be in a big hurry to purchase it. Secondly, she wasn't interested in having the car inspected, had very few questions regarding the car's overall condition, as well as what optional accessories were on the car. It was questionable when the buyer wanted to send a cashier's check for \$6,000 more than I was asking for the car, and she wanted to have a third-party take delivery. Additionally, her explanation for the payment overage was to cover the expense of transporting it back to Canada, and the duty fees incurred when shipping a car over the border. Although I didn't feel like this person was a legitimate buyer, I decided to wait to see what happened when their cashier's check arrived.

As expected, her cashier's check arrived within a couple of days, and interestingly enough, it was from a small Oklahoma bank which seemed strange for a Canadian buyer. At this point, I was convinced the buyer sent me a fraudulent check, but to settle my curiosity, I took it to my bank for verification. Not surprisingly, the bank verified the buyer sent me a "bad" check. Afterwards, I informed her about the fraudulent check she sent me and that her information would be forwarded to the proper authorities.

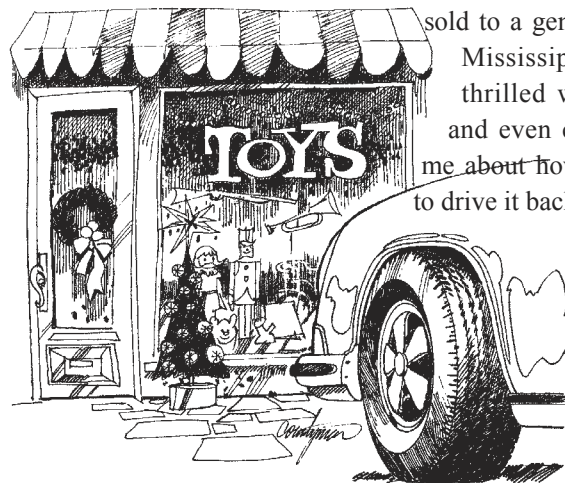
With the Internet, scam artists have the opportunity to try to purchase quite a few cars using this method. I was surprised to learn that my local bank receives an average of four fraudulent checks per month! Unfortunately, there are a considerable number of trusting sellers who lose thousands of dollars each year to scams such as this. The experience I had with this person is a common occurrence among scam artists as they typically claim to be from another country and want to purchase your car using a cashier's check for more than the amount you are asking for the car. Once the "bad" check is received, the buyer then asks the seller to wire the difference, either back to the buyer or to the shipping company to cover expenses. Or a buyer can send a cashier's check as a

down payment, and then decide to back out of the deal and asks for the money back.

There are a considerable number of financial transactions that can be used when selling your car, but the following are generally considered safe methods. A cashier's check is a common form of payment among private parties, but it's important to ensure the funds clear your bank account before releasing the car to the buyer. Keep in mind, most banks will hold the buyer's cashier's check for almost a week while it clears, but this practice protects you from a possible bad check. Another method is with PayPal, an electronic form of payment predominantly used on eBay that is normally considered to be a safe and rapid financial transaction. Another safe form of payment would be having the buyer send the funds via wire transfer to your bank account. Some sellers prefer to meet the buyer at their bank and complete the sale of the car there, which can also offer piece of mind. Of course, cash can be used to finalize the sale of your car as well.

If you receive a fraudulent check from a buyer, the following steps can be taken to report the crime to the authorities. The Internet Crime Complaint Center located on the website, www.ic3.gov, is monitored regularly by the FBI and can be a valuable tool for reporting fraud. Another resource to report the receipt of a "bad" check is your local police department, but keep in mind that unless you incur financial loss from the transaction, police involvement can be minimal.

In conclusion, the Internet provides car sellers with the opportunity to advertise their cars worldwide and sell much quicker than your local newspaper ad. Unfortunately, the increased visibility of the Internet also provides scam artists with a large marketplace to target. Due to the large amount of "bad" checks being used as payment for car purchases, caution should be used before releasing your car to any buyer. Fortunately, there are several resources available that can offer assistance in the event you receive a fraudulent check for your car. As for the Boxster, it



sold to a gentleman from Mississippi who was thrilled with the car, and even called to tell me about how fun it was to drive it back home.



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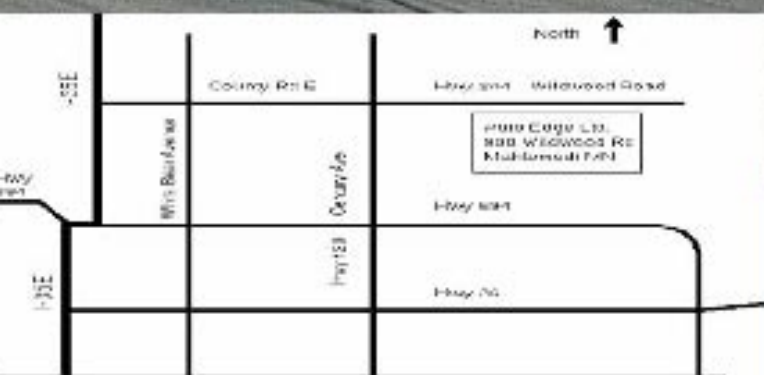
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